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WEDNESDAY, AUGUST 27, 1913.
AN IMPORTANT SUBJECT

Many subjects of interest and importance occupied the attention of the delegates to the Maritime Board of Trade which met here last week, and in the course of the proceedings some very instructive addresses were delivered. Probably the most interesting and instructive of them all was that delivered by Captain Read of Summerside on the subject of the intercolonial and P. E. Island Railways and the manner in which they were usually regarded by the people residing in other parts of this great Dominion.

That WHEREAS the intercolonial and the Prince Edward Island Railways were a sine qua non of the Act of Confederation and were not intended to be commercially revenue producing roads.

BE IT THEREFORE RESOLVED That this Maritime Board views with distrust the attempt to raise rates unduly on the Government Railways.

Captain Read said:—
In introducing this question and making this motion for the consideration of this great body of business men, I want to impress upon you the fact that I am not finding fault with any Government or any Board of Management or even with the people of Middle and Western Canada who are primarily responsible for the attempt to make the Government Railways, Commercial Roads and Revenue Producing Properties for the benefit of the Federal Treasury. These governments and these people—and indeed our own younger people—do not seem to know—and I am sorry to say that even many of our own Maritime Representatives have forgotten—the great fact that the P. E. Island Railway and the intercolonial Railway were originally and are now public properties which were acquired and built for the benefit, not of the Dominion as a whole, but for the Maritime Provinces, to be operated, not for the purpose of raising a revenue for the Dominion, but as part of the quid pro quo—the compensation for the surrender of the right of indirect taxation by the Maritime Provinces, to the Dominion, as an offset in part for the cost of the Canal System of the larger provinces, which at the time of the Confederation had produced a great debt which these provinces were assuming in part by joining the Dominion, and as an inducement to the Maritime Provinces to join the Upper Provinces with whom they had no material connections. In short, these railroads were given to these Maritime Provinces as part of the terms—in fact the sine qua non of Confederation. So long as the Fathers of Confederation lived and retained their memories, there was no kick coming from the Federal Government about deficits on these roads, for they knew that the extra value of indirect taxation yielded by the Maritime Provinces more than paid the deficits, as well as the interest, on the cost of these railroads.

Forty-five years have passed since the Confederation Pact was made between Nova Scotia, New Brunswick, Quebec and Ontario and gradually the body politic, and especially the people of Upper Canada and the West, have forgotten these terms, and the reasons for the terms, and it is to remind our Maritime people and to inform the people of Quebec and Ontario and especially to impress upon the Representatives of these Maritime Provinces, that these properties are the People's Railways—our railways—Maritime Province Railways to be operated by the whole Canadian people for the benefit of the Maritime Province people and not as an instrument of further tribute from this section. That we have ourselves paid for the railways and that the Federal authorities only hold them in trust for our benefit—not our

curse. Understand Mr. President and Gentlemen these railways cost these provinces very dear. Apart from the question of mere sentiment, they have cost us very dear in cash and contributions. In order to give you a concrete illustration I will recite to you the case of my own province of Prince Edward Island, and what is true of Prince Edward Island is more or less true of our sister provinces of Nova Scotia and New Brunswick.

First, then our railway was built as the result of a conspiracy of the home government i. e. the Imperial Government and the Dominion Government. It was built to put our province into the Confederation. Prior to that period our country was prosperous and had all the revenue it needed. With a tariff of 10 per cent. Ad Valorem on imported goods we had no provincial debt—we had the cheapest governed community in the civilized world—we were asked to join a Dominion with a debt, in round numbers, of \$249,000,000, the one-fourth of which we were to assume. Under the general terms of Union, there would have been placed to our credit, as a province, at Ottawa \$6,000,000, on which for all future time we would receive \$300,000, as for interest, but for this railway. Instead of so doing they only gave us \$2,000,000 and paid out \$4,000,000 of this our money, but kept the railway and called it their own. If they gave the railway back to our province as a local government road they would have to place to our credit at Ottawa \$4,000,000, at 5 per cent, for all time, and we could afford to have a deficit of \$200,000 per year, on our road which would go into the pockets of our people because freight is a tax the same as any other.

If at a time when all the Public Services, both local and federal, in our provinces including education, Local Public Works, Police, etc., were paid by a 10 per cent Ad Valorem duty on imported goods and no debt accrued, how much must the value to the Dominion be of the right of indirect taxation, which we surrendered, when the Import Duties on imported goods are twice and three times as high? It only requires a moment's consideration to see that we are being held white in these Maritime Provinces, when you see the fairest province in all Canada losing her population—a country above all others endowed by Nature with those qualities which make the struggle for existence the easiest, with a natural drained pulverulent fertile soil which only requires to be tickled to yield in great abundance—where climatic conditions are the most rigorous—where home life is the purest—where social life is highest—where civility is strongest—in short, where every prospect pleases and only governmental conditions are vile. When I say, you see such a province lose, not only the natural increase of its population, but 10 per cent above that in one decade, don't you think there is a nigger in the woodpile somewhere?

We have been sacrificing ourselves for Canada these forty years, the intense Canadian patriotism of our people have led them on to build up this young nation and we have entirely lost sight of the good maxim that "Charity should begin at home." The time has now at last arrived when our people must wake up and fight for and protect our rights and privileges, for our fellow Canadians of the West and Middle of Canada have begun to look upon our sacrifices as their right in fee. Let me give you a concrete example of our contributions to Quebec and the West. A few years ago—speaking from memory, nine or ten years ago—the Board of Trade of Ontario set up an agitation to have the Dominion Government make the Canals—public works that cost this country \$100,000,000—free. They sent out circular letters to all our Boards of Trade. The Summerside Board, of which I was a member, after discussing the matter, authorized me to reply to that circular on behalf of our community. I had for some years lived and done business in Baltimore, Md. U. S., as a ship broker, and that at a time when Baltimore was taking and had already largely taken the export trade from the great city of New York. The New York people saw with consternation their trade gradually and surely leaving them and going to Baltimore. President Garret of the Baltimore and Ohio Railroad had put down the freight rates on that great line to a very low rate. The New York Central and other roads feeding New York were unable to compete,

but her financiers and merchants determined to restore the traffic and relieve their lost prestige. First they through the New York Board of Underwriters raised a discriminating insurance rate against the Baltimore and especially against Canadian vessels, which at that time were mostly engaged in the Baltimore trade. This had some effect but not enough. They were working to make the Erie Canal free, at last they succeeded and Baltimore trade fell off like a flash. Nearly every ship brokerage firm, including my own, had to pull up their stakes, for like Othello, our occupation was gone. The freedom of the Erie Canal had done the trick.

I wrote the Kingston, Ontario Board in reply to their letter giving them a full account of the causes and effects of the rivalry between these great American cities and pointing out to them that if Canada was to obtain and retain the trade of the Canadian West and the American West it would be necessary to make the canals of Canada free, and I added that I knew the Maritime Commissioners and Senators had enough Canadian patriotism to hold up both hands in order that our nation might secure this trade.

The Kingston Board of Trade had our Summerside letter engraved and embossed, sending a copy to each member of the House of Commons and each Senator.

The Canadian canals were made free, Canada today, as a result, has the great American and Northwest grain trade.

This is only a very small indirect benefit to these Maritime Provinces, but do you not think that the surrender by our provinces so freely of their interests in such a large block of Public Property to the use of the Western Provinces should and would not be recognized by the Western men in such a spirit of fair play as will put a stop to this unjust imposition on our people, through our Government Railways as we have noticed to be the policies of both Liberal and Conservative Governments?

In my opinion all that is necessary to do is to get the facts of the case before Parliament. We want all our representatives and senators to study the facts, and having become seized of them, there is little doubt that the freight rates will be again reduced.

What we want in connection with these Government Roads is good sane management and strict economy. Let us have the best men possible at the head of them and if this Board does its duty there is no fear of results. I may be permitted to repeat, our representatives must from this out, irrespective of party affiliations stand shoulder to shoulder and fight for our rights so dearly purchased. Long enough have these Maritime Provinces been the mitch-cow of the Dominion. Our Canadian patriotism must give some of its exuberant intensity to a sane and intelligent Maritime civism, and so it may come about that though the raising of the freight rates on the Government Road was an Act quite aside from the public good, that Act by its irrisistable injustice may be a reminder to our people of the terms of Confederation and a cause of teaching the Western people what they owe us.

NEWCASTLE BOY

(Continued from page 1) soldiers arrived in time to hinder this calamity.

It is generally supposed now that since so many buildings in connection with the mines have been destroyed, that the work will be closed down for good which spells RUIN for the town. In view of this taking place, I will be sent somewhere else to work and hope it may be a little nearer home, at least to some more peaceful quarter.

The Provincial Farm Settlement Board has received word that A. W. Day had made arrangements for the sale of six farms in Restigouche and Gloucester counties. A farm near Bathurst formerly owned by A. T. Hinton was sold to Alex. W. Fraser. Another farm taken over by the Settlement Board from James Currey of Jacques River, in Restigouche County, was sold to Jeffrey Driscoll, a farmer who came from Maine. A farm at Archibald Station, Restigouche County, taken over from Martin Smearn was sold to Robert Archibald, a native farmer. Another farm in Restigouche, formerly belonging to the Murray estate, was sold by Mr. Hay to E. E. and E. W. Hayward. Guy S. Connor's farm at Bathurst, Gloucester County, was sold to Mirus Bateman, and another farm taken over from A. T. Hinton, of Bathurst, was sold to Henry Good. All the purchasers made the first payment of 25 per cent, of the price on their farms.

BOARD OF TRADE

(Continued from page 1)

in regard to the double tracking of the Intercolonial Railway or a new route from Amherst to Halifax so that Transcontinental grades would maintain from Moncton to the Atlantic Seaboard.

In an interview recently given in Halifax by Mr. Gutelius the present General Manager of the Intercolonial Railway, he fully confirmed the above statement, but Mr. Gutelius is of the opinion that the grades can be obtained along the present route of the I. C. R. from Moncton to Halifax. We feel satisfied that when Mr. Gutelius has made careful examination by his engineers he will discover that this is impracticable.

We beg to call your attention to the fact that our resolution also embodied a better connection of the Transcontinental Railway from Moncton or some other point on that road, to St. John. We believe the St. John Board of Trade has taken this matter up on their own account.

While some progress has been made during the past year in connection with this transportation problem, we trust that in the incoming year the matter will be followed up closely so that all the Transcontinental Lines may have outlets on the Atlantic Seaboard. The Western Provinces are not looking after themselves with regard to transportation facilities, but the Federal and Provincial Governments are expending large sums of money in opening up the remote and uninhabited parts of our Western Country. There is no possibility of any immediate return from the Railways going into the far Northwest. However, they are quite necessary in carrying out the development of this great country. How much more necessary is it that every Transcontinental Railway should be immediately put in connection with some port on the Atlantic Seaboard where navigation is open the year around so that the products of these far western provinces may find an outlet through Canadian ports?

Recent Western papers devote a great deal of space to the Railway that is being built to some port on the Hudson Bay. This road, I am informed, runs for the greater portion of the line through a perfectly barren country that will never produce anything.

We do not wish to criticize the policy of any Government in building lines to any port, but we know what St. John and Halifax are capable of, and we know that the railway facilities to these latter ports at the present time are inadequate, and therefore his Board of Trade of the Maritime Provinces should press upon the Federal Government the necessity of immediately completing all the Transcontinental roads leading to the above named ports. Why are Portland, Boston and Providence so active in seeking to provide facilities for the entrance of our three great Transcontinental Railways into their ports? Because they are alive to the fact of the great volume of trade from this Western Canada of ours that must seek an outlet on the Atlantic Seaboard. When these foreign cities are clamoring for our Railways to go in to their ports, why should we sit by in our present apathetic mood and allow this great western trade to be carried through foreign outlets? Another summer has practically gone, and with the exception of surveying nothing tangible has been done to provide for the early conveyance of the western trade via our Atlantic ports.

When we say Atlantic ports we generally have in mind Halifax and St. John. Are these cities doing as much as they should to induce the Transcontinental Railways to complete their roads into their ports? Are they as active as their sister cities in the United States? If they are not, they should be, and they should be pulling together night and day to get all these Railways completed. We would therefore urge that the Council of this Board for the coming year make this a part of their special work.

The Militia Act. This subject was presented by the delegates from Sydney and Glace Bay. The Minister of Justice stated that under the present Act it was quite impossible to give these towns the relief they sought, but he believed an Act could be passed that would correct this apparent injustice for the future, and we believe a bill was presented in the House, but owing to the rush of business during the Session was not passed this year. We have no doubt, however, that if the matter is followed up with the Minister of Justice it will be passed during the coming Session.

Tariff. Limiting the British Preference to goods imported to Canada through Canadian Seaports; presented by Mr. Rhodes, M. P.

This resolution though quite simple in appearance is international in construction and cannot be solved in a moment. While we believe it would be of great assistance to Maritime Province Ports to have the tariff so limited, it might possible work grievous harm to importers west of Montreal, and we are of the opinion that the Middle and far West would put up strong objections to the tariff being so constructed. Of the other hand, the United States Government might consider the Act one of discrimination.

We believe this covers what was done with regard to last year's resolution (Continued on page 5)

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